रेलगाड़ियों को समय पर चलाया जाना

394. **श्री शंकर दयाल सिंह** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के पास विगत तीन महीनों के दौरान विभिन्न स्थानों से पुरानी दिल्ली, नयी दिल्ली तथा निजामुद्दीन रेलवे स्टेशनों पर विलम्ब से आई तथा समय पर पहुंची रेलगाड़ियों के संबध में कोई आंकड़े हैं ;

(ख) क्या यह सच है कि पिछले छः महीनों से देश के लगभग सभी स्थानों से रेलगाड़ियां विलम्ब से चल रही हैं ; और

(ग) यदि हां, तो इसके मुख्य कारण क्या हैं और रेलगाड़ियों का समय पर चलाया जाना सुनिश्चित करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) जी, हां ।

(ख) और (ग). जी, नहीं । तथापि, खतरे की जंजीर खींचने और अन्य शरारतपूर्ण गतिविधियों, दुर्घटनाओं, आंदोलनों/बंदों, कुहासे, खराब मौसम और उपस्कर की खराबियों आदि के कारण गाड़ियां कभी-कभी विलम्ब से भी चलती हैं । रेलों के नियंत्रणाधीन रुकावटों को समाप्त करने के लिए, गहन चेकिंग और रात-दिन मानिटरिंग सहित, सभी उपाय किये जा रहे हैं ।

Quota for various trains at Nagpur

395. DR. SHRIKANT RAMCHANDRA JICHKAR: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total quota of berths available daily on various trains at Nagpur Station for the Directions of Delhi, Bombay, Calcutta and Madras;

(b) whether there is any demand for increasing in this quota of reservations in various categories; and

(c) if so, what action is being taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): A total of 1679 berths/seats are available at Nagpur for Delhi, Bombay, Calcutta and Madras in daily trains terminating/passing through these stations. Besides this, accommodation is also available for Delhi & Madras in weekly/bi-weekly/tri-weekly and 4 days in a week trains.

(b) Yes, Sir.

(c) The demand has been examined and it has not been found feasible to provide additional quotas in the existing trains going to Bombay, Madras, Delhi & Calcutta and beyond. However, accommodation has been provided at Nagpur for Delhi and Madras in the new trains introduced from July, 1993.

Expansion of the Nagpur Railway Station

396. DR. SHRIKANT RAMCHANDRA JICHKAR: Will the Minister of RAILWAYS be pleased to state:

(a) what is the present status of the expansion of the Nagpur Railway Station;

(b) what amount is being spent on this expansion programme this year; and

(c) what is actually planned to be done under this expansion programme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) to (c) Expansion/Development of stations is a continuous process. Accordingly, developmental works involving extension to cover over platforms No. 1/2 and 4/5; extension of footover bridge and provision of booking office, circulating area, etc. and extension of footover bridge at Itarsi and have been completed at a cost of Rs. 87.51 lakh. Presently, works pertaining to provision of washable apron on platform No. 6/7, extension of washable apron on platform No. 1/2 and computerisation of passenger reservation system have been taken up at an estimated cost of Rs. 125.18 lakh. An allocation of Rs. 35.22 lakh has been made for these works during 1993-94.

Expiration of Guarantee of Railway overbridge in Nagpur

397. DR. SHRIKANT RAMCHANDRA JICHKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the railway overbridge in Nagpur known as Santra

market overbridge which was built by a British company has completed 100 years and the company has informed about the expiration of guarantee;

(b) what is being done for the safety and reinforcement of the bridge; and

(c) whether there is a plan for construction of another overbridge at the same site?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) No, Sir.

(b) The bridge is in sound condition.

(c) No, Sir.

Completion of conversion of Nadiad Kapadvanj railway line

398. SHRI VITHALBHAI M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether conversion of Nadiad—Kapadvanj railway line in Western Railway has been completed;

(b) whether it is also a fact that Nadiad—Kapadvanj railway line is to be extended up to Modasa, a backward area of Sabarkantha district in Gujarat;

(c) what are the reasons for not continuing proposed new railway line from Kapadvanj to Modasa;

(d) by when the work on proposed Kapadvanj—Modasa railway line is going to be completed; and

(e) when the survey was made on Nadiad—Kapadvanj— Modasa railway line, and when it was cleared by the Railway Ministry?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) Yes, Sir.

(c) Owing to lower operational priority and acute constraint of resources it has not been found possible to provide funds for the project at present. The work will be resumed after some of the ongoing projects have been completed and the resource position improves.

(d) Completion of this line will depend on availability of resources in the coming years.

(e) Survey was undertaken in 1973 and project was included in the Budget in 1978-79.

Gauge conversion in Western Railways

399. **SHRI VITHALBHAI M. PATEL:** Will the Minister of RAILWAYS be pleased to state:

(a) the railway lines selected for gauge conversion in Western Railways;

(b) what is the length of railway lines in Western railway selected for gauge conversion; and

(c) by when the gauge conversion work would be completed on different railway lines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) to (c) The position is as under:—

Section	Length (in Kms.)	Programmed Yeart of completion subjec to availability of resources.
Rewari-Jaipur	225	93-94
Jaipur-Phulera	55	93-94
Phulera-Marwar	221	94-95
Viramgam-Mahesana	69	95-96
Marwar-Ahmedabad	350	95-96
Rajkot-Veraval	185	96-97
Neemach-Ratlam	133	95-96
Indore-Khandwa	139	96-97